



UTAH LEAGUE OF CITIES AND TOWNS

Municipal Planning for Growth



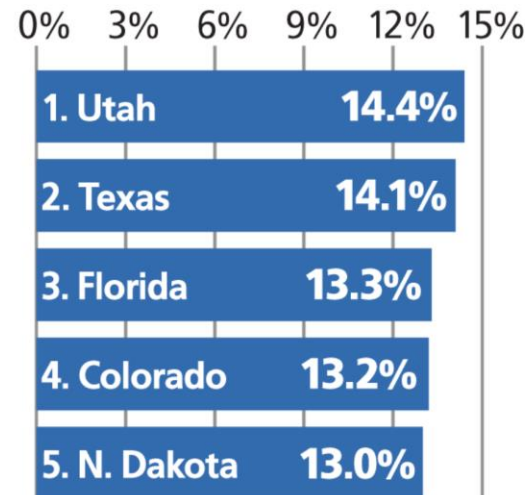
Utah ranks No. 1 for population growth this decade — adds nearly 400K new residents

The Salt Lake Tribune

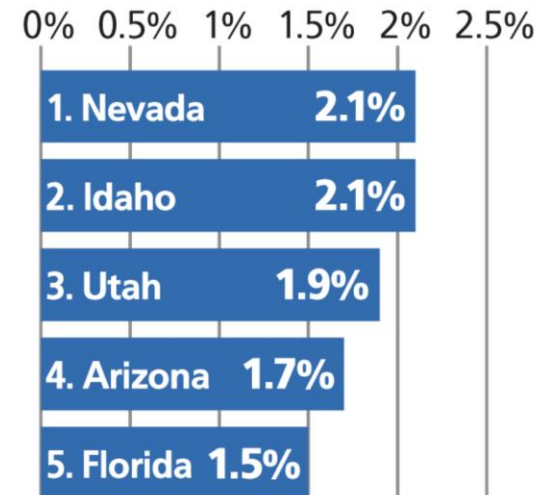
Fast growth in Utah

State ranks No. 1 among states for growth since 2010 ... and No. 3 for growth in 2018

Growth since 2010



Growth in 2018

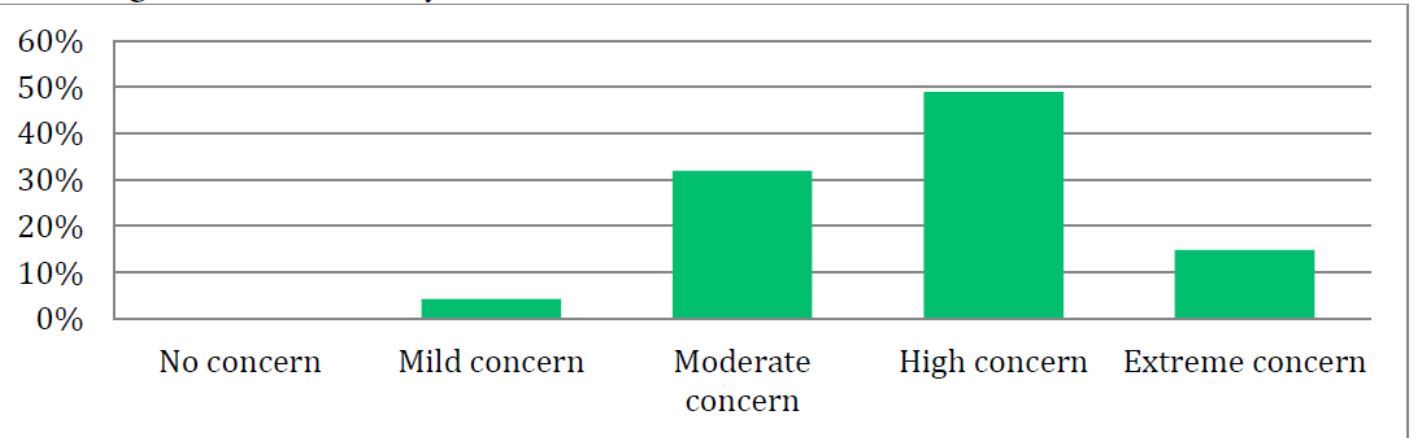


These two Utah hot spots are among the nation's top growing, census data shows

Growth brings opportunities and challenges

63% of survey respondents think their city or town is growing too quickly.

Figure 9: Percent of Cities and Towns by the Degree to which Residents Express Concerns Regarding Increasing Residential Density



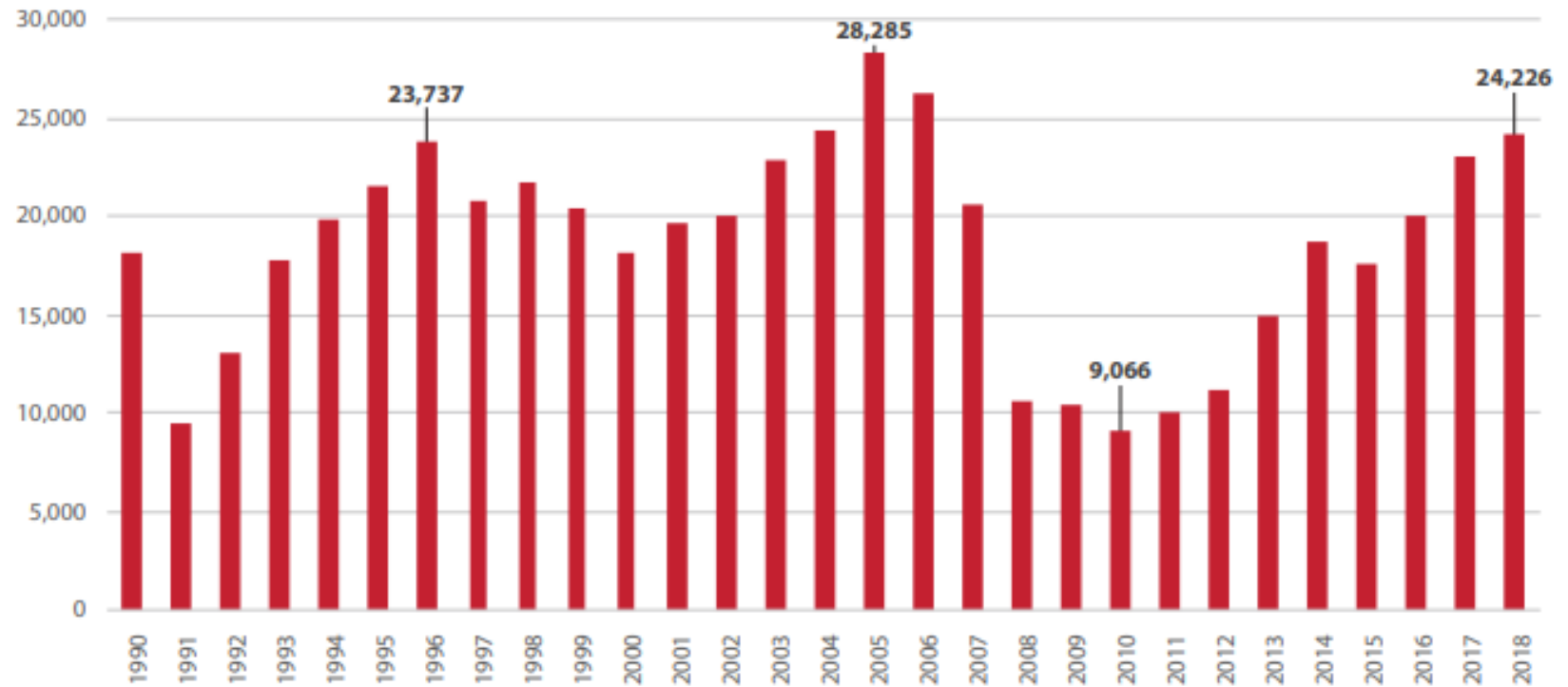
Question: To what degree do the residents of your city/town express concerns regarding increasing residential density?

Keeping up
with growth

“...over the past
few years, more
high density
housing has been
built in Utah than
in any time in the
state’s housing
history.”

I Residential Construction

Chart 1: Number of Residential Building Permits Issued in Utah



Source: Ivory-Boyer Construction Database, Kem C. Gardner Policy Institute.

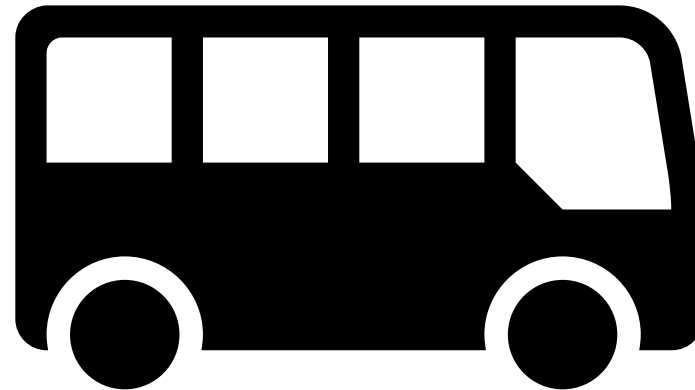
Residential Construction, Best Year Since 2006

State vision & local implementation

Housing – SB 34 (2019)



Transportation – SB 136 (2018)



SB 34: state vision, local implementation



Prioritizes transportation connection between housing and employment, education, and other opportunities.



Cities must plan for housing at all income levels and:



Plan residential and commercial development around major transit investment corridors



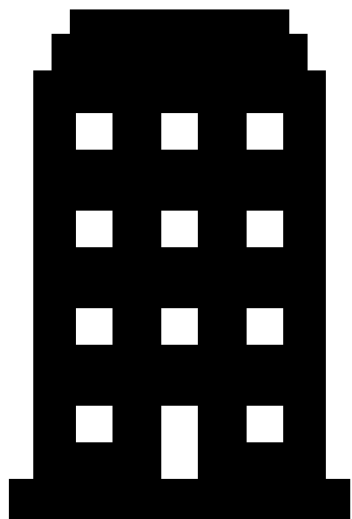
Adopt and report on a moderate income housing plan in order to receive TIF / TTIF funds



Consider regional transportation plans when developing local transportation plan



Correlate transportation plan with population and employment projections and local land use



SB 34: encouraging best practices

Cities must incorporate specific strategies into their Moderate Income Housing plans to encourage housing at all income levels:

- Permit Accessory Dwelling Units
- Increase densities, particularly around major transit investment corridors
- Waive or reduce impact or other fees
- Streamline processes
- Reduce parking requirements
- Preserve or rehab existing MIH
- Start or use Community Land Trusts
- Etc.

Regional vision and local planning



'Think Regionally, Act Locally:' Southwest Mayors Turn Crisis Into Long-Term Planning

Apr 15, 2019 11:24AM • By Jennifer J Johnson

HOLLADAY
@20
PREPARING FOR TOMORROW

SB 136: Where Matters

UDOT's statewide initiatives:

- Develop with MPOs, counties, cities, transit agencies, and stakeholders for planning across modes
- Consider RTPs, city and county transportation plans
- Consider projected centers of economic activity and population growth

Prioritization for the TIF shall include consideration of:

- economic development impacts including improved local access to employment, recreation, commerce, and residential
- local land use plans that support a statewide transportation system strategy
- the extent to which local land use plans support and accomplish the strategic initiatives



Training and collaboration

Planner's Day – this year in conjunction with WFRC – features trainings and workshops on SB 136 and SB 34 implementation.

